

US Environmental Protection Agency
Regions 9 and 10
Collaborative Diesel Emissions Reductions
2005 Requests for Initial Proposals

Overview

EPA Regions 9 and 10 are soliciting Initial Proposals to reduce diesel emissions along the West Coast. These grants support regional collaborative demonstration projects that reduce diesel emissions and protect human health and the environment. Projects should be regional in scope, include a diverse group of stakeholders, leverage funds from a variety of sources, and achieve real measurable reductions and results. Regional projects have impacts across district, state or national borders or are transferable across borders. This is an initial solicitation. This assistance will be awarded through Clear Air Act Section 103, 42 U.S.C §7403.

Catalog of Federal Domestic Assistance Numbers: 66.606 for Regional Geographic Initiatives and 66.034 for Surveys Studies, Investigations, Demonstrations and Special Purpose Activities Relating to the Clean Air Act 103

Important Dates:

December 10, 2004 - Solicitation Posted on Web & Press Release

February 11, 2005 - Proposals must be postmarked no later than February 11, 2005.

Late Spring 2005 - Successful Applicants are notified.

Summer 2005 - Funding decisions are announced.

September 30, 2005 - Grant funds will be made available to Awardees for project work to begin on or before September 30, 2005. (For time-critical projects, funding may be released on an accelerated schedule.)

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Full Text Announcement

I. Funding Opportunity Description

The purpose of this Request for Initial Proposals is to reduce diesel emissions along the West Coast. These grants support regional collaborative demonstration projects that reduce diesel emissions and protect human health and the environment. Projects should be regional in scope, include a diverse group of stakeholders, leverage funds from a variety of sources, and achieve real measurable reductions and results. Regional projects have impacts across district, state or national borders or are transferable across borders.

Demonstration projects may include, but are not limited to, a variety of control measures such as: add-on technology, engine replacement, idle reduction technologies or strategies, innovative behavior or cleaner fuel use. Innovative behavior may include green contracting or logistics management. Cleaner fuel use may include electricity, natural gas (including LNG and CNG), bio-methane made from animal manure, biodiesel, ethanol, and hydrogen. Special consideration will be given to those projects that fall under one or more of the following categories:

Trucking – Demonstration projects under this category may be applied to heavy-duty highway trucks, including long-haul and short haul trucks, but do not include school or municipal buses.

Marine Vessels and Ports – Demonstration projects under this category may be applied to marine vessels with C1, C2 or C3 marine diesel engines, intermodal transportation including diesel trucks and locomotives, diesel cargo handling equipment, and stationary sources of diesel pollution within a geographic area that could reasonably be considered related to port activities. Emission inventories will be considered only if a direct link can be drawn from the inventory to concrete steps for reducing diesel emissions.

Construction and Distributed Generation – Demonstration projects under this category may be applied to construction related equipment or vehicles, or stationary diesel sources of power. The types of projects may involve specific construction projects, fleet-wide emission reduction efforts, or projects by specific jurisdictions or agencies.

Locomotives and Rail – Demonstration projects under this category may be applied to long-haul or short-haul locomotives, commuter trains, switchers, switcher yard equipment or other vehicles at switcher yards.

Agriculture Equipment – Demonstration projects under this category may be applied to vehicles or equipment (irrigation pumps, generators, heaters, etc.) used on agricultural land. We will consider both farm specific (on-farm) and regional-scale projects.

International Border Projects – Demonstration projects under this category may include any of the above categories (Trucking, Marine, Construction, Distributed Generation, Locomotives or Agriculture) of vehicles or equipment within 100 kilometers of the Mexican or Canadian Border. We are particularly interested in projects that will have binational results and will benefit the US and Canada and/or the US and Mexico. Emission inventories will be considered if a direct link can be drawn from the inventory to concrete steps for reducing diesel emissions.

II. Award Information

EPA Regions 9 and 10 estimate that 5 to 20 projects from those submitted in response to this solicitation may be selected to submit full applications. Both initial and renewal proposals will be accepted for consideration. Assistance agreements will range in size up to \$250,000 per grantee.

Funds will be distributed to applicants serving Regions 9 or 10: Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, and Washington, including Native American tribes and tribal consortia and the Pacific Islands. Approximately \$250,000 of the funds are Regional Geographic Initiative (RGI) funds that can only go to projects within Region 9.

These grants will be very competitive. Limited funding is available. Therefore, an applicant may not be awarded the full amount for which they applied. Proposed projects should be viable with funding as small as \$50,000-100,000. In addition, funding in future years is not guaranteed.

At the time of this solicitation, EPA's 2005 budget has not been finalized. EPA reserves the right to reject all proposals or applications and make no awards.

III. Eligibility Information

EPA is soliciting Initial Proposals from federal, state, county, regional and local governments, Native American tribes and tribal consortia, universities, non-profit organizations, public institutions and public organizations, and other eligible entities. For-profit organizations are not eligible to apply. Assistance will be targeted to applicants who have successfully demonstrated the ability to carry out Federal grant programs.

Please note that:

- < No matching funds are required; however, matching funds, leveraging of funds, in-kind contributions, and other forms of leveraging strengthen proposals. Costs incurred prior to grant award will not be reimbursed.
- < Incomplete proposals or proposals that do not follow the required format are NOT eligible and will be returned to the applicant without being reviewed.

- < Email and fax submissions are NOT eligible.
- < Routine program implementation, implementation of routine environmental protection or restoration measures, regulatory compliance or mitigation, land acquisition, recreational features such as hiking trails, purchase of vehicles, or completion of work which was to have been completed under a prior grant are NOT eligible activities.
- < Research, as well as other ineligible costs outlined in 40 CFR Parts 30 and 31, is ineligible for funding.

Examples of fundable projects:

- Prioritization and implementation of 5 or more truck stop electrification (TSE) demonstration projects along the I-5 corridor, including at least one TSE on the border of Canada or Mexico.
- **Creation of a** West Coast port agreement that establishes a fund for an inter-modal efficiency program to reduce emissions from port equipment and the ships, trucks and trains that transport port freight.
- **Creation** of boilerplate language for green contracting projects or green contracting legislation that could be used in Washington, Oregon and California.
- Creation and utilization of low interest revolving loan fund for priority locomotive idle reduction demonstration projects along the West Coast, including Canada and/or Mexico.
- Design and execution of 3 different bio-methane capture and on-site use demonstration projects on dairies in the San Joaquin Valley.

IV. Initial Proposal Submission Information

Below is the 2005 Collaborative Diesel Emissions Reductions Initial Proposal format. Full application packages should not be submitted at this time. This format will guide you through the application process. **Proposals must conform to this format. Proposals NOT conforming to this template will NOT be reviewed.** Points will be deducted for exceeding page limitations. You must postmark the completed Initial Proposal Form with any attachments by the application deadline. Applications not meeting this requirement will be returned and will not be considered for funding.

The following format should be used for all Initial Proposals:

2005 Initial Proposal Format:

1. **Cover Page:** (Required.) (No more than two pages.) This includes the following information:
 - a. Name of Project
 - b. Point of contact (Individual and Organization Name, Address, Phone Number, Fax Number, E-mail Address)
 - c. Is this a continuation of a previously funded project (if so, please provide the number and status of the current grant or cooperative agreement)?
 - d. Proposed federal funding
 - e. Proposed recipient cost share
 - f. Description of the general budget proposed to support project
 - g. Project area(s)
 - h. Brief project description summary
2. **The Proposal:** (Required) (Three to five pages. Maps, charts or photographs may be included within this three to five page limit.) This should contain the following information: **Strategic Priority:** (clearly identify what the project proposes to address); **Project Goal** (describe in measurable terms the goal of the project, including the environmental or human health issue(s) to be addressed, and how these will be addressed); **Project Benefits** (specify the quantifiable benefits of the project in terms of emissions reduced, health or environmental benefits achieved and its cost effectiveness); **Project Tasks** (outline the steps you will take to meet the project goals); **Project Schedule** (describe when you expect to complete significant steps and milestones); **Project Results** (describe how you will measure and evaluate the results of your project); and **Project Stakeholders** (list stakeholders who are impacted by the project and if/how they will be involved in the project; list others who are/may provide additional funding for the project).
3. **Resumes and Letters of Commitment:** (Optional) (No page limits)

Three hard copies of each Initial Proposal must be submitted to EPA. Initial Proposals must be postmarked no later than Friday, February 11, 2005.

Please send three copies of the Initial Proposals to:

Michelle Roos
U.S. EPA Region 9 (AIR-1)
75 Hawthorne St.
San Francisco, CA 94105

For administrative simplicity, we request that all Initial Proposals be sent to Region 9.

For additional information on this Request for Initial Proposals, please contact Peter Murchie (503-326-6554, murchie.peter@epa.gov) or Michelle Roos (415-947-4187, roos.michelle@epa.gov). Initial Proposals **must** be **postmarked** by Friday, February 11, 2005. *Proposals postmarked after this date will not be reviewed.*

V. Initial Proposal Review Information

Evaluation Criteria:

EPA will award Grants on a competitive basis and evaluate the Initial Proposals based on the following criteria:

1. **Collaboration/Partnerships:** Degree to which the project proposes to work in partnership with a diverse set of stakeholders. Although the grantee cannot be a for-profit organization, applicants are encouraged to collaborate with these entities to leverage additional funds and to assist in implementation. Please explicitly mention all of the potential partners and the degree to which they are committed to the project, including monies leveraged (20 points).
2. **Regional in Scope:** How well the project crosses or is transferable across district, state or national borders. Please describe how this project will benefit the West Coast region as a whole. If the project is transferable to other areas in the West Coast, specifically outline when, how and where it will be replicated (20 points).
3. **Potential to leverage other funds:** Degree to which this grant will help stimulate the availability of additional funding sources. Please describe funds/resources that have been committed, will be committed and/or have been sought for this project, in addition to this proposal. (15 points)
4. **Real and measurable reductions and results, including quantity of reductions anticipated and population affected:** Degree to which the project has clearly stated measurable goals, tasks and milestones that address the environmental or human health issue(s) and achieve environmental results. Where possible, please include emissions reduced, environmental or health benefits achieved and the cost effectiveness, in dollars/ton of pollutant reduced. If undertaking an emissions inventory for a Marine or International Border project, explicitly state ways in which the data gathered will lead to the direct reduction of diesel emissions (30 points).
5. **Sensitive Populations/Environmental Justice:** Degree to which this grant will reduce environmental risks to sensitive populations and environmental justice communities. If the geographic area of impact includes an area in non-attainment of the ozone or PM standards, please indicate (15 points).

Additional Factors:

Special emphasis will be on funding high quality projects in a variety of geographic locations in Region 9 and 10 and distributing funds across the 6 priority categories mentioned above. Therefore, funding decisions will be made from the group of top rated Initial Proposals based on the above criteria and considering the following additional factors:

1. Geographic distribution of funds; and
2. Distribution across 6 priorities: Trucking, Marine Vessels and Ports, Construction and Distributed Generation, Locomotives and Rail, Agriculture Equipment, and International Border Projects.

In addition, retrofit technologies, engine replacements or clean fuels must be either verified or recognized under EPA's Retrofit Program, certified by another EPA program, verified by the California Air Resources Board (CARB), or involve an innovative use of verified technology (such as on alternative applications not yet verified) with a high likelihood of success. Idle reduction technologies, which are not verified under EPA's programs, are exempt from having to meet the verification requirement.

In cases where an applicant would like to use EPA verified technologies in applications that have not yet been verified, applicants should provide information regarding the expected emission reductions and performance of the technology. Applicants must discuss or explain the reasoning used to determine that the technology will function properly if the technology is not being used on a verified application.

Technologies the EPA has verified must be listed on EPA's Verified Technologies List (<http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>).

Review Procedures:

The Initial Proposals will be evaluated by an EPA review team consisting of staff from a cross section of EPA programs. Proposals will be evaluated based on their ability to meet the stated Evaluation Criteria on a scale of 1 to 100, and the additional factors of geographic and priority distribution as noted above. The selection process is very competitive, and not all high quality proposals will be funded.

Reviewers will be required to sign a disclosure of conflict of interest and will be removed from review of proposals where a conflict of interest exists.

Applicants will be notified in writing of the outcome of the selection process after all awards have been finalized.

VI. Award Administration

Initial Proposals that are selected to continue in the process will be sent an application. These recipients will be invited to submit a detailed workplan and the completed application for funding. Receipt of an application kit is not a guarantee of funding. Deadlines must be met and the work plan must be approved by the EPA Project Officer for funding to occur.

Before money is awarded, the applicant must ensure that proper systems are in place to track and administer funds. Applicants shall demonstrate the ability to achieve the goals of the project by referencing past accomplishments, supplying resumes of project leads, etc.

Funding will be made available for project work to begin on or before September 30, 2005.

Regulations Governing the Award and Administration of RGI Grants/Cooperative

Agreements: 40 CFR Part 30 (for institutions of higher learning, hospitals, and other non-profit organizations) and 40 CFR Part 31.

Quarterly Reports and Financial Status Reports: Quarterly project status reports and financial status reports will be required. Quarterly reports should describe project activities and provide the EPA Project Officer with information about project development. The Financial Status Report must accurately account for all federal funds expended and identify appropriate use of federal funds.

Disputes: Should the selection be disputed, procedures at 40 CFR 30.63 and 40 CFR 31.70 will apply.

Confidentiality: Applicants must clearly mark information they consider confidential. EPA will make confidentiality decisions in accordance with Agency Regulations at 40 CFR, Part 2, Subpart B.

EPA reserves the right to reject all proposals and to not make any awards.

VII. Agency Contact

For additional information about this Request for Initial Proposals contact:

Michelle Roos (Region 9)
Phone: (415) 947-4187
Email: roos.michelle@epa.gov

Peter Murchie (Region 10)
Phone: 503-326-6554
Email: murchie.peter@epa.gov

VIII. Other Information

Other EPA Funding Sources: This request is one of many sources of funding for which your proposal may qualify. Please refer to EPA Regions 9 and 10 grant websites for additional grant opportunities and links to the EPA Headquarters grant information. Region 9's grants web site is located at <http://www.epa.gov/region09/funding/index.html>. EPA Region 10's grants web site is located at <http://yosemite.epa.gov/R10/HOMEPAGE.NSF/webpage/Grants>. EPA Headquarters grant information for the Office of Air is located at: http://www.epa.gov/air/grants_funding.html

EPA's Voluntary Diesel Retrofit Website: This site is designed to help fleet owners/operators, state/local government air quality planners, and retrofit manufacturers understand the diesel retrofit program and obtain information they need to create effective retrofit projects:

<http://www.epa.gov/otaq/retrofit/>

West Coast Diesel Emissions Reductions Collaborative: Information about the West Coast Collaborative, including “related links” to other federal, state and collaborative resources can be found at: <http://www.epa.gov/air/westcoastdiesel/>

Other potential funding sources:

U.S. Environmental Protection Agency's (EPA) Transportation Air Quality Center's Transportation-Related Grants Database

<http://yosemite.epa.gov/aa/grants.nsf?OpenDatabase&ExpandSection=4>

US DOE Smart Communities Network

<http://www.sustainable.doe.gov/management/financl.shtml>

US DOT Grant Information

http://www.dot.gov/Government_Services.htm

Federal Grant Opportunities

<http://fedgrants.gov/>

Catalog of Federal Domestic Assistance

<http://12.46.245.173/cfda/cfda.html>